

1-25. (CANCELED)

26. (CURRENTLY AMENDED) A dual-clutch planetary transmission (1) [[having]] comprising:

first, second, third and fourth planetary gear sets (P1, P2, P3, P4),

at least first and second frictional shifting elements (K1, K2) for up-shifting of selecting different power paths in a power flow, and

[[with]] first, second, third, fourth, fifth, sixth and seventh shape-fit, shifting elements (A to F) for attaining various selecting gear ratio stages in the power paths,

the first planetary gear set (P1) being a simple planetary gear set,

the second planetary gear set (P2), the third planetary gear set (P3) and the fourth planetary gear sets (P4) forming a 3-carrier-5-shaft transmission apparatus with separate planetary gears (PR2 to PR4),

the first and the second frictional shifting elements (K1, K2) being positioned between a transmission input shaft (3) and the first planetary gear set (P1) and at least one of the first and the second frictional shifting elements (K1, K2) is a clutch, and

the first, the second, the third, the fourth, the fifth, [[and]] the sixth, and the seventh shape-fit, shifting elements (A to F) [[are]] being arranged between the first planetary gear set (P1) and the second planetary gear set (P2), and

the first, the second, the third, the fourth, the fifth, the sixth, and the seventh shape-fit, shifting elements (A to F) are positioned between shafts (S1 to S4, ST1 to ST4, HR1 to HR4) of the first, the second, the third, and the fourth planetary gear sets (P1 to P4), a housing (2), a transmission input shaft (3) and a transmission output shaft (4), such that at least first, second, third, fourth, fifth and sixth gear ranges (1 to 6) [[,]] can be accomplished in a manner free of interruption of traction and at least one of the first and the second frictional shifting elements (K1, K2) is a clutch, the second planetary gear set (P2), the third planetary gear set (P3) and the fourth planetary gear sets (P4) form a 3-carrier-5-shaft transmission apparatus with separate planetary gears (PR2 to PR4).

27. (PREVIOUSLY PRESENTED) A dual-clutch planetary transmission (1) having first, second, third and fourth planetary gear sets (P1, P2, P3, P4), at least first and second frictional shifting elements (K1, K2) for up-shifting of different power paths in a power flow and with first, second, third, fourth, fifth, sixth and seventh shape-fit, shifting elements (A to F) for attaining various ratio stages in the power paths, the first and the second frictional shifting elements (K1, K2) and the first, the second, the third, the fourth, the fifth, and the sixth shape-fit, shifting elements (A to F) are positioned between shafts (S1 to S4, ST1 to ST4, HR1 to HR4) of the first, the second, the third and the fourth planetary gear sets (P1 to P4), a housing (2), a transmission input shaft (3) and a transmission output shaft (4) such that at least first, second, third, fourth, fifth and sixth gear ranges (1 to 6) can be obtained by the first and the second friction shifting elements (K1, K2) in a manner free of interruption of traction and at least one of the first and the second frictional shifting elements (K1, K2) is a clutch,

wherein the second planetary gear set (P2), the third planetary gear set (P3) and the fourth planetary gear set (P4) form a reduced 3-carrier-5-shaft-transmission apparatus in which the second and the third planetary gear sets (P2, P3) are bound together by dual planetary gears (P23) without stepping.

28. (CURRENTLY AMENDED) The planetary transmission according to claim 26, wherein at least one of the first, the second, the third and the fourth frictional shape fit shifting elements (K2) is a brake.

29. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 26, wherein the first and the second friction elements (K1, K2) are one of wet and dry elements.

30. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 26, wherein the first, the second, the third, the fourth, the fifth, the sixth and the seventh shape-fit, shifting elements (A to F) function as synchronized shifting elements.

31. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 26, wherein the first and the second frictional shifting elements (K1, K2) are in

an area of a transmission input and the second, the third, the fourth, the fifth, the sixth, the seventh and an additional shape-fit, shifting elements (B1, B2, C, D, E1, E2, F) are placed between the first and the second frictional shifting elements (K1, K2) and the transmission output shaft (4).

32. (CANCELED) ~~The planetary transmission according to claim 26, wherein the first planetary gear set (P1) is a simple planetary gear set.~~

33. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 32, wherein a first shaft (ST1) of the first planetary gear set (P1) can be operationally connected to the transmission input shaft (3) by the second frictional shifting element (K2).

34. (CURRENTLY AMENDED) ~~The planetary gear transmission according to claim 32, A dual-clutch planetary transmission (1) having first, second, third and fourth planetary gear sets (P1, P2, P3, P4), at least first and second frictional shifting elements (K1, K2) for up-shifting of different power paths in a power flow and with first, second, third, fourth, fifth, sixth and seventh shape-fit, shifting elements (A to F) for attaining various ratio stages in the power paths, the first and the second frictional shifting elements (K1, K2) and the first, the second, the third, the fourth, the fifth, the sixth, and the seventh shape-fit, shifting elements (A to F) are positioned between shafts (S1 to S4, ST1 to ST4, HR1 to HR4) of the first, the second, the third, and the fourth planetary gear sets (P1 to P4), a housing (2), a transmission input shaft (3) and a transmission output shaft (4), such that at least first, second, third, fourth, fifth and sixth gear ranges (1 to 6) can be accomplished in a manner free of interruption of traction, and at least one of the first and the second frictional shifting elements (K1, K2) is a clutch, the second planetary gear set (P2), the third planetary gear set (P3) and the fourth planetary gear sets (P4) form a 3-carrier-5-shaft transmission apparatus with separate planetary gears (PR2 to PR4);~~

~~the first planetary gear set (P1) being a simple planetary gear set, and wherein~~

~~a first shaft (ST1) of the first planetary gear set (P1) is bound to the transmission input shaft (3) and an additional shaft (S1) of the first planetary gear set~~

(P1) can be stopped by the second frictional shifting element (K2) acting against a housing-affixed component (2).

35. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 33, wherein a first shaft (ST1) of the first planetary gear set (P1) is connected with the transmission input shaft (3) and an additional shaft (HR1) of the first planetary gear set (P1) can be brought into operational communication with a shaft (S2) of the second planetary gear set (P2) by the second frictional shifting element (K2).

36. (CURRENTLY AMENDED) ~~The planetary transmission according to claim 26~~ A dual-clutch planetary transmission (1) having first, second, third and fourth planetary gear sets (P1, P2, P3, P4), at least first and second frictional shifting elements (K1, K2) for up-shifting of different power paths in a power flow and with first, second, third, fourth, fifth, sixth and seventh shape-fit, shifting elements (A to F) for attaining various ratio stages in the power paths, the first and the second frictional shifting elements (K1, K2) and the first, the second, the third, the fourth, the fifth, the sixth, and the seventh shape-fit, shifting elements (A to F) are positioned between shafts (S1 to S4, ST1 to ST4, HR1 to HR4) of the first, the second, the third, and the fourth planetary gear sets (P1 to P4), a housing (2), a transmission input shaft (3) and a transmission output shaft (4), such that at least first, second, third, fourth, fifth and sixth gear ranges (1 to 6) can be accomplished in a manner free of interruption of traction, and at least one of the first and the second frictional shifting elements (K1, K2) is a clutch, the second planetary gear set (P2), the third planetary gear set (P3) and the fourth planetary gear sets (P4) form a 3-carrier-5-shaft transmission apparatus with separate planetary gears (PR2 to PR4),

wherein a carrier (ST2) of the second planetary gear set (P2) is connected with a carrier (ST3) of the third planetary gear set (P3) and an internal gear (HR2) of the second planetary gear set (P2) is ~~bound~~ connected to an internal gear (HR3) of the third planetary gear set (P3).

37. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 36, wherein the internal gear (HR3) of the third planetary gear set (P3) is connected to a carrier (ST4) of the fourth planetary gear set (P4).

38. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 36, wherein a sun gear (S3) of the third planetary gear set (P3) and a sun gear (S4) of the fourth planetary gear set (P4) are connected with one another.

39. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 36, wherein an internal gear (HR4) of the fourth planetary gear set (P4) is connected with a housing-affixed component (2) by the first shape-fit, shifting element (A).

40. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 36, wherein a carrier (ST4) of the fourth planetary gear set (P4) is connected to the transmission output shaft (4).

41. (CURRENTLY AMENDED) The planetary transmission according to claim 36, wherein the carrier (ST2) of the second planetary gear set (P2) is connected connectable with a housing-affixed component (2) by the seventh shape-fit, shifting element (D).

42. (CURRENTLY AMENDED) The planetary transmission according to claim 36, wherein a sun gear (S2) of the second planetary gear set (P2) is connected connectable with an internal gear (HR1) of the first planetary gear set (P1) by a third shape-fit, shifting element (B2).

43. (CURRENTLY AMENDED) The planetary transmission according to claim 36, wherein a sun gear (S2) of the second planetary gear set (P2) is connected connectable with an internal gear (HR1) of the first planetary gear set (P1) and with the carrier of the (ST3) of the third planetary gear set (P3) by the third and the fifth shape-fit shifting, elements (B2, E2).

44. (CURRENTLY AMENDED) The planetary transmission according to claim 36, wherein a sun gear (S3) of the third planetary gear set (P3) is connected connectable with the transmission input shaft (3) by the second shape-fit, shifting element (B1) and the first frictional shifting element (K1).

45. (CURRENTLY AMENDED) The planetary transmission according to claim 36, wherein the transmission input shaft (1) is connected connectable with the transmission output shaft (4) by the first frictional shifting element (K1) and a seventh shape-fit, shifting element (F).

46. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 36, wherein a sun gear (S3) of the third planetary gear set (P3) is brought into operational connection with a carrier (ST1) of the first planetary gear set (P1) by the second and the fifth shape-fit, shifting elements (B1 and E2) and the first and the second frictional shifting elements (K1, K2).

47. (CURRENTLY AMENDED) The planetary transmission according to claim 36, wherein a sun gear (S2) of the second planetary gear set (P2) is connected connectable to a housing-affixed component (2) by an additional shape-fit, shifting element (C).

48. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 36, wherein the second planetary gear set (P2) and the third planetary gear set (P3) form a fourth planetary gear set (P23) with a common carrier (ST23) and a common internal gear (HR23), planetary gears (PR23) of the fourth planetary gear set (P23), secured in bearings on the common carrier (ST23), are in tooth engagement with a sun gear (S2) of the second planetary gear set (P2) and a sun gear (S3) of the third planetary gear set (P3).

49. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 48, wherein the common internal gear (HR23) of the fourth planetary gear set (P23) is connected to a carrier (ST4) of the fourth planetary gear set (P4).

50. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 36, wherein at least one of the second, the fourth and the seventh shape-fit, shifting elements (F, B1, E1) is shifted by shifting collars (8, 14) which extend from the housing (2) into an interior of the housing (2), by a connection shaft (9) which runs between the first planetary gear set (P1) and the second and the fourth planetary sets (P2 to P4), thereby engaging synchronizing rings (5, 13) which in turn engage the second, the fourth and the seventh shifting elements (F, B1, E1).